

## PLAYGROUND PLAN COMES UP TO-NIGHT

Advocates of Recreation Seek \$7,500 From Council Finance Committee.

## MAY CUT PRICE OF GAS

Compromise Reduction Suggested, Not So Radical as Recommended.

The Council Committee on Finance will have before it tonight a large delegation of citizens interested in the playground movement to advocate the plan already approved by the Committee on Grounds and Buildings for the maintenance of play spaces in Richmond during the coming year. The resolution calls for an appropriation of \$7,500 in the annual budget for 1913. More than a hundred representative people from many of the leading organizations of the city are present. The grounds and buildings committee in support of the plan there met with no opposition, being recommended unanimously. Some members of the Finance Committee have stated that while not fully convinced, on the basis of past experience here, of the value of playgrounds, yet if they can be convinced that there is any large general demand for the extension of the work and employment of capable supervisors, they are willing to vote the money for a year's trial.

## May Cut Price of Gas.

The Committee on Finance has held no meeting since early last month, when it tabled without consideration the resolution providing for cheaper gas. If the playground advocates can condense their presentation into brief form, it is anticipated that the committee will go fully into the gas matter tonight, and make some report on the subject to the Council. As the situation stands, there have been several conflicting estimates on the cost of making and selling gas, but on all of these showings, it is believed, there is a profit shown to the city which would justify some cut in the price to consumers, even if not so radical a cut as that proposed by the Light Committee. The present rate is 70 cents. The superintendent's estimate of cost, including all proper charges, is 72 cents delivered, and the Light Committee has advocated a cut in the selling price to 75 cents. Superintendent Knowles is asking for much larger expenditures on the works during the coming year, his preliminary estimates for replacements and mains exceeding \$100,000, and with this in view some members of the Finance Committee are doubtful of the advisability of making so large a cut in price at this time. With the additional expenses, the higher cost of coal and of labor, the cost of making and selling gas may prove to be much higher next year.

## Will Address Bankers.

George Bryan, attorney for the Virginia Bankers Association, will address Richmond Chapter, American Institute of Banking, at the Jefferson Hotel tonight. He will deliver the first of a series of lectures on the "Negotiable Instruments of Law." An address will also be made by George H. Keesee, of the Merchants National Bank.

## Climate Failed; Medicine Effective

It has been absolutely shown that rest, fresh air and good food do help many persons suffering from Tuberculosis. But it must be admitted that the disease is seldom more than "arrested." Something more is needed.

Eckman's Alternative is a medicine made for the treatment of Tuberculosis. It has conquered this disease again and again. Often these benefits have been effected where the surroundings were not ideal, yet recoveries resulted. Now we argue that Eckman's Alternative should be used in every case of Tuberculosis, in addition to good nourishing food and fresh air, which we all need. A remarkable case follows:

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"On July 14, 1905, I began taking Eckman's wonderful remedy for Consumption. To-day I weigh 185 pounds. I am stout and healthy. I can do any kind of work about my grain elevator. I have not an ache nor pain in my lungs, eat well, sleep well, and never feel better."

(Sworn affidavit) ARTHUR WEBER.

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## CHEAPER TO RENT THAN BUY LAMPS

So Figures Light Committee in Street Lighting Contract.

Although there was but one bid, the Council Committee on Light last night voted to continue the present plan of renting street gas lamp fixtures. Mr. Haddon's suggestion that it might prove cheaper for the city to buy such fixtures outright was rejected. The only bidder was the present contractor, the American Street Lighting Company, which offered to rent the lights and keep them in order, the city to supply the gas, at \$13.60 per lamp each per annum. It was stated that in some cities the complete outfit had been purchased at a lower figure. Mr. Haddon contended that as the Administrative Board will have charge of street lighting after January 1, it was unwise to tie up that body with a year's contract, but other members were of opinion that the Administrative Board would have enough to do, Chairman Ratcliffe saying that the street lighting contract and the annual coal contract were matters on which the Light Committee was better informed than any incoming board could be. The contract for 1,200 lights, more or less, at \$13.60, will have to be approved by the Council, and if not ratified before January 1 it is believed that it will go to the Administrative Board under the new rules in any case.

## PARAMOUNT RULE IS 'SAFETY FIRST'

Necessary of Decrease Enormous Loss of Life in Railway Operation.

## FIGURES ARE STARTLING

Improper Equipment and Excessive Speed Held Largely to Blame.

Washington, December 16.—"Safety first" is the paramount rule of train operation suggested by the Interstate Commerce Commission in its twenty-sixth annual report submitted to-day to Congress. Discussion of disasters on American railroads during the last year constitutes an important feature of the report.

It is pointed out that many of the accidents resulting in fatalities might have been averted by the exercise of proper precaution or the employment of suitable devices and good equipment. Figures given show that of the total of 8,215 derailments during the year, 1,877 were caused by defects of roadway and 3,847 were due to defective equipment. This indicates an increase over the previous year of 652 in the derailments due to bad roadway, and 1,023 due to bad equipment.

The investigation by the commission itself of railroad accidents involving loss of life, the report says, "has proceeded far enough to indicate the need of more effective measures than thus far have been taken to secure safety of railroad travel." While the previous suggestions of the commission as to the adoption by the railroads of all-steel or steel-underframe cars are being adopted "as rapidly as conditions will permit" and "the danger from the use of unsound cars is gradually disappearing," the serious dangers of defective roadway and the use of unsound rails remain, as a result of which derailments are likely at any time to occur. Concerning its investigations, the commission says:

"Of the thirty-one derailments investigated, fourteen were either directly or indirectly caused by bad track. In five of these fourteen cases the derailments would probably have been avoided had existing speed restrictions been observed; but in all the remaining cases no adequate speed restrictions were in force, and in three cases the track conditions were so obviously unsafe that derailments were likely to occur even at low speed.

In one serious derailment an examination of the track in the vicinity of the accident disclosed 906 rotten ties within a distance of 147 rail lengths. Under many of the rails there were as many as eleven bad ties, and under each of two rails there were twelve ties so badly decayed and broken as to be totally unfit for service. In many of these ties the spikes were so loose that they were easily removed by hand, the wood having no longer any holding power. The track in the vicinity of this accident was poorly ballasted and was unsafe for the passage of trains at ordinary speed. This derailment occurred on straight track while the train was running about thirty miles per hour."

The report says that "the most disquieting and perplexing feature in the problem of accident prevention is

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## RED CROSS SEAL THING OF BEAUTY

Handsome Design of 1912 Seal Adds Materially to Its Popularity.

The explanation of the unusual demand for Red Cross Christmas seals this winter is to be found in the face of the genial saint of childhood, in the judgment of the local committee. The smile on Santa Claus's face in the cut reproduced in The Times-Dispatch Saturday wins the hearts of doubtful purchasers and rolls the dollars into the empty treasuries of antituberculosis societies.

Indeed, some go so far as to say that the success of the sale is dependent in large measure upon the beauty of the seals. The seal for 1912 was a marvel of the engraver's art, with its handsome Red Cross and its message of good cheer. The seal that winter was most successful and the revenue was a goldsend to the State organization and to the local agencies.

But for some reason the art critics of the national Red Cross erred in the winter of 1911 and sent out a seal which many thought would have ornamented a coffin as appropriately as a Christmas package. As a result, the sale last winter, except in a few cities, was below that of 1910. This winter's seal, however, is universally declared to be the handsomest the national Red Cross has ever been able to procure, despite the many competitions held. Not only does the seal appeal to the public on account of the cause it represents, but its beauty finds purchasers even among those who are not interested in tuberculosis work. One State agency, writing to headquarters yesterday, stated that a leading stationer had refused to purchase any "Christmas stickers" for his trade, saying that the Red Cross seal excelled them all in beauty and made the others look unattractive.

## COMMITTEE MAY FIX UPON DINNER

Will Meet To-Morrow to Decide Upon Character of Entertainment to Traveling Men.

The character of the entertainment which the Chamber of Commerce will extend to traveling salesmen of this city on Saturday evening, December 28, will be definitely decided to-morrow afternoon at a meeting of the committee on arrangements appointed for this purpose last Saturday by President Carrington. The committee, of which T. P. Giles is chairman, will meet in Room 301, Mutual Building, at 4 o'clock.

Letters have been addressed to a number of the leading manufacturers and jobbers of the city asking these to forward as soon as possible to the Chamber of Commerce a complete list of the men they have on the road, together with their city addresses and the names of those whom they expect in the city for the holidays. A number of replies were received yesterday. It is estimated that about 400 local traveling men will spend Christmas in Richmond.

Preliminary plans for the entertainment were adopted by the board of directors of the chamber at its meeting last Thursday afternoon. The board agreed that such an affair was

highly desirable, and that it would result in a closer co-operation between the Chamber of Commerce and the men who daily preach the Richmond gospel on the road. A somewhat similar occasion was provided last year by the big civic celebration on January 2.

Besides Chairman Giles, the arrangements committee consists of George M. Reid, P. L. Reed, H. L. Harwood, J. T. Palmatory, T. S. Gibson and Christian H. Clarke. It is probable that the entertainment will take the form of a dinner at one of the hotels. The chairman urges a full attendance of the committee to aid in disposing of the matter definitely to-morrow afternoon.

## URGE PASSAGE OF BILL

Methodist Ministers Adopt Resolutions in regard to Liquor Shipments.

"Resolved, That we urge the Senators and Representatives from the State of Virginia to use all proper effort to secure the passage of the Iveyon-Sheppard-Webb-McCumber-Intestate Liquor Shipping bill, which is at present before the Senate of the United States for action, believing as we do that the bill is in full accord with the Democratic doctrine of State sovereignty and that its passage will advance materially the best interests of the State of Virginia."

The foregoing resolution was unanimously adopted at a meeting of all Methodist ministers of Richmond and vicinity held yesterday morning, and a copy of it will be sent to every representative of the State in both houses of Congress over the signatures of Rev. Ernest Stevens, chairman, and Rev. R. M. White, secretary of the Methodist Pastors' Association.

The bill, whose passage the ministers so strongly urge, is one prohibiting shipments of liquor from a "wet" State into a "dry" one. A number of bills of a similar nature have recently been before the national legislature, but no action has ever resulted from their introduction.

Held for Grand Jury. Cally Jones, colored, was held for the grand jury yesterday in Police Court on the charge of stealing \$5 from the person of George Hewitt.

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the large proportion of train accidents caused by dereliction of duty by the employees involved. The commission believes that as a rule there are no men that have a keener appreciation of their responsibilities than railroad trainmen and engineers, and yet it is pointed out that 65 per cent of the whole number of accidents investigated were caused by mistakes on the part of employees.

"There is a disposition in some quarters," continues the report, "to charge these lamentable errors to failure of discipline and to hold employees wholly responsible for such failure. This is a superficial view which contains no promise of effective remedy.

"A remarkable increase in the speed and weight of trains within recent years, and the crowding of tracks and terminals caused by the movement of an enormously enlarged volume of traffic, have greatly increased the duties and responsibilities of train service employees and multiplied the chances of error on their part. Notwithstanding these added duties and responsibilities which the condition of modern railroading have imposed upon employees, the methods of discipline and regulations calculated to insure safety in train operation have remained practically unchanged.

"To prevent railroad collisions adequate measures must be taken, first, to reduce the chances of human error to a minimum, and second, to neutralize the effects of such error when it occurs. The recommendations previously made by the commission for legislation requiring the standardization of operating rules and the use of the block system, were designed to reduce the probability of mistakes by employees, and these recommendations are once more presented for consideration of the Congress.

Uniformity and consistency in operating rules are necessary to secure safety, and it is not probable that a satisfactory code, which will meet the demands of modern operating conditions, can be secured without appropriate action by the Federal Government."

**Excessive Speed Disastrous.**  
The commission points out that excessive speed has been an important factor in many train accidents, and that "conditions of safe operation are often ignored in the effort to bring fast trains in on time. This is a bad practice, for which the traveling public is largely responsible, and it should be discontinued. Adequate measures should be taken to compel low speed wherever conditions require it whether schedules are maintained or not."

The total number of casualties on steam roads, during the year ended June 30, was 180,122, of which 10,585 were persons killed and 169,538 injured. These figures indicate an increase over the previous year of 139 killed and 12,379 injured. Of the total number of casualties, 409 railway employees were killed and 52,562 injured through "industrial accidents"—happenings incident to railroad business, but not due to the operation of trains.

An analysis of the figures furnished by the steam roads shows that of the number of persons killed, 218 were passengers, 2,635 employees, and 6,632 other persons, trespassing and not trespassing, indicating an increase of thirty-three in the total number of employees killed, a decrease of thirty-eight in the total number of passengers killed, and an increase of 194 in the total number of persons killed other than employees and passengers. In the last class were many victims of grade crossings.

Of the persons injured, 16,256 were passengers, 142,442 employees, and 10,716 persons other than passengers and employees.

Elaborate details are given in the report of the routine work of the commission during the year. Generally, it shows a large increase. The number of formal complaints filed was 755, a decrease of the previous year; 778 cases were disposed of, an increase of 126. The commission conducted 1,154 hearings, a comparison with 942 the previous year, and took 125,000 pages of testimony.